

Secretary of the Illinois Coal Operators' Association tonight.

New York, Dec. 6th. Passenger service in the Eastern Region, extending as far west as St. Louis and Chicago, was reduced to a war basis today by drastic measures effective on December 10th, issued by Mr. Harding, Regional Director. In some respects, the order was even more sweeping than those issued during the war. No special trains are to be run for business or pleasure travel and no second sections of regular trains will be operated except in case of much travel between cities of dense population.

Boston, Mass., Dec. 7th. Discontinuance of 182 passenger trains on the New York-New Haven and Hartford railroad and 77 on the Boston and Maine railway effective on Wednesday Dec. 10th because of the fuel shortage, was announced tonight.

Washington, Dec. 7th.—All bituminous coal mines now in operation must close within a week unless the railway administration pays for the coal it has confiscated, or diverted, says a statesman, by the American wholesale coal association.

New York, Dec. 7th.—Receipts of the new crop sugars at Cuban ports are reported and although the quantity is small amounting to but 3,166 tons, the fact is notable as establishing a new record for early arrivals being several weeks ahead of last year when the first receipts were the earliest ever known. There are now eight mills grinding, against two at this time last year and the number is expected to rapidly increase. Rather quiet conditions prevail in the markets for raw sugars, owing largely to the fact that the demand is chiefly for sugars that can be got here and refined in time to be utilized by manufacturers for the Christmas trade requirement. The Cuban retailers who are now grinding and will have sugar for immediate shipment are said to be overwhelmed by competing bids from American manufacturers. The condition thus created is looked upon with apprehension by the sugar trade as tending to create a dangerous situation provocative of violent price fluctuations. There is a fairly steady tone to the market for February and later, shipments though transactions in these portions when they occur even on a small scale, are apt to cause more or less fluctuation of apt prices. The last report scales for February-April shipments were at 8½ cts. fob Cuba.

THE BURNING OF THE S. S. GUARANY.

A most alluring spectacle was witnessed in this City on Tuesday evening last in connection with the s. s. Guarany in Carlisle Bay, the victim of a most disastrous fire which has been raging over all parts of the ill-fated vessel since Oct.

24. The moment when the ship, deprived of all its woodwork, would in skeleton form make its disappearance from the public view, and sink beneath the waves, had been constantly expected, and this moment was thought to have been at hand at about sunset on Tuesday when the roaring flames suddenly assumed very extensive proportions, and presented such a splendid scenery in the Bay as perhaps has never been witnessed in this City for many generations past. It is believed that the flames had at length obtained complete control of the gasoline and petroleum which composed the ship's cargo, and feeding upon them they spread with great rapidity and intensity until the entire outline of the vessel was enveloped in lurid glare. Huge tongues of flame and dense columns of smoke ascending high above the surface presented a very picturesque and admirable scenery. Thousands of spectators from all parts of the City and suburbs hurried from their homes and businesses, and lined the wharves, the Pierhead, the piers, and every point of vantage along the foreshore to gaze upon the memorable scene, and the stream of living masses continued to move backwards and forwards and discuss the novel sight until a late hour of the evening. Photographers also got busy with their cameras and seized a valuable opportunity for an enterprising feat which to them might never occur again in a lifetime. A close and careful view of the charred vessel showed that the stern had sunk beneath the waves, while amidships and the bow were yet standing above the surface under complete subjection to the flames and in this position it remained up to a late hour of the night.—*Barbados Agricultural Reporter Nov. 1st.*

THE END OF THE S. S. GUARANY.

After having had complete charge of the ill-fated steam ship Guarany in Carlisle Bay for nearly five days the flames which assumed such extensive proportions last Tuesday evening and died down slowly during the night and gave the last flicker at an early hour on Wednesday morning. The greater part of the hull has completely disappeared beneath the water, the only part remaining visible being the bow, which lies at a sharp incline several feet above the surface. It is believed that the derelict can go no further under water, and there it will remain until steps be taken for its removal if it is not to constitute a menace to navigation.—*Ibid.*

SCHOONER SUNK AT SEA

Rescued Crew Arrives by "Gladys Mosher."

UNTOLD SUFFERINGS EXPERIENCED.

After a twenty-one days' voyage from

Newfoundland, the two-masted schooner "Gladys Mosher," 99 tons, Captain Tobin, arrived here on the 19th inst. with the Captain and crew of the John R. Bradley, which was sunk at sea while on her way from Sydney to Newfoundland. They are: Edward Haynes (Capt.), William Browne (mate), John White (cook), and Thomas Russell, Loyall Russell and Arthur Shepherd, seamen, and are being cared for by the Admiral Grant Sailors' Rest.

The story of the sinking of the ill-fated schooner is to the effect that on Oct. 26, she left Sydney, Cape Breton, with a cargo of coal for Newfoundland. She was but a few days out to sea when signs of unusual weather were detected. The wind increased in velocity, the sea became extremely turbulent, and before the fourth morning broke the John R. Bradley was caught in the throes of a sweeping hurricane. Herculean efforts were made to save the vessel, but the Captain and his gallant crew were powerless in the face of the angry elements. The morning of Nov. 2nd. dawned and found her with tattered sails, riggings smashed to bits, boats a thing of the past, and the deck swept clean, all victims to the mighty waves. The endeavours of the crew were then concentrated towards keeping the vessel afloat, but this ray of hope was dashed to the ground, when it was discovered that she had sprung a leak. Crew and ship were gradually awaiting the finishing touch to the disastrous drama, when as a beacon of hope sails were sighted on the horizon. Repeated signals attracted the attention of the Gladys Mosher who cautiously approached the fast foundering ship. Boats were lowered and the crew eventually transferred. Two brief hours had elapsed when the John R. Bradley was seen to settle down to her final resting place.

The John R. Bradley was a British two-masted schooner of 80 tons burthen. She was built at Essex, Massachusetts, in 1900 and owned by Gorton Pew, Fisheries Coy., Newfoundland.—*Barbados Advocate, Nov. 25th.*

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